

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5828

號九十月六年四十三緒光

FRIDAY, JULY 17, 1908.

五拜禮

號七十月七英曆

50 PER ANNUM  
SINGLE COPY, 10 CENTS

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000  
RESERVE FUNDS " 15,120,000

Head Office: YOKOHAMA

#### Branches and Agencies.

TOKIO. CHEFOO.  
Kobe. TIEN-TSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCHANG.  
DAILY. PORT ARTHUR.  
LYONS. ANTONG.  
NEW YORK. LIOYANG.  
SAN FRANCISCO. MUKDEN.  
HONOLULU. TIE-LING.  
BOMBAY. CHANG-CHUN.  
SHANGHAI.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On Fixed deposit:—  
For 12 months 5 1/2 per cent.  
" 6 " 5 " "  
" 3 " 4 1/2 " "

TAKEO TAKAMICHI,  
Manager.  
Hongkong, 23rd March, 1908. [23]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP GOLD \$3,350,000  
ABOUT MEX \$7,322,222  
RESERVE FUND GOLD \$3,350,000  
ABOUT MEX \$7,322,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.  
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:—  
For 12 months 4 1/2 per cent. per annum.  
" 6 " 4 " "  
" 3 " 3 1/2 " "

No. 9, Queen's Road Central, Hongkong.  
W. M. ANDERSON,  
Manager.  
Hongkong, 8th April, 1908. [15]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).  
RESERVE FUND Fl. 5,752,874.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalangan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin, Comperang, at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.  
On Current Accounts 2 1/2 per cent. on daily balances.

Fixed Deposits 12 months 4 1/2 per cent.  
Do. 6 do. 4 " "  
Do. 3 do. 3 1/2 " "

J. L. VAN HOUTEN,  
Agent.  
Hongkong, 16th July 1908. [16]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000  
RESERVE FUNDS \$15,000,000

Sterling £1,000,000 at 2/11=£1,000,000  
Silver \$15,000,000=£3,800,000  
RESERVE LIABILITY OF PROFITORS \$15,000,000

COURT OF DIRECTORS:  
E. Shellin, Esq.—Chairman.  
W. J. Gresson, Esq.—Deputy Chairman.

E. G. Barrett, Esq. C. R. Leumann, Esq.  
G. R. Broderick, Esq. R. Shewan, Esq.  
G. F. Fitch, Esq. Hon. Mr. H. A. W. Slade  
W. Helms, Esq. H. R. Tomkins, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH

Shanghai—W. ADAMS ORAM.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 " "  
For 12 months, 4 " "

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 14th July, 1908. [14]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 12th January, 1907. [18]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL \$1,000,000  
RESERVE FUND \$1,525,000  
RESERVE LIABILITIES OF PROFITORS \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.  
" 6 " 3 1/2 " "  
" 3 " 3 " "

JOHN ARMSTRONG,  
Manager.  
Hongkong, 13th May, 1908. [29]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tails 7,500,000  
HEAD OFFICE:—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warschauer & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne, Frankfurt  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim Jr. & Co., Koeln.  
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,  
Manager.  
Hongkong, 4th December, 1907. [30]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES  
Socotra ..... About 18th July. } Freight only.  
Capt. W. R. Hickey

SHANGHAI ..... { DELTA ..... About 23rd July. } Freight and Passage.  
Capt. B. W. H. Snow

LONDON, &c., via usual Ports { DEVANHA ..... 25th July. } See Special Advertisement.  
Capt. T. H. Hild, R.N.R.

For Further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 16th July, 1908. [19]

## Antipations.

### LANE, CRAWFORD & CO.



LARGE SELECTION OF BATH ROBES FOR LADIES & GENTLEMEN. A MOST USEFUL WRAP FOR BATHING PARTIES. Ladies and Gentlemen's BATHING COSTUMES. LANE, CRAWFORD & CO. [38]

## V. O. S.

EXTRA SPECIAL FINEST LIQUEUR ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central.  
Hongkong, 2nd July, 1908. [140]

### THE SAVOY, 13, Queen's Road Central.

FIRST CLASS GOODS: New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.  
Hongkong, 2nd July, 1908. [163]

### MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.  
Evening engagements for Dances and Concerts.  
Apply to—  
E. J. LOPES,  
On London's Telephone Office.  
Hongkong, 2nd July, 1908. [163]

### PEAK TRAMWAYS COMPANY, LIMITED.

#### TIME TABLE.

##### WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

##### NIGHT CARS.

8.45 p.m. and 9 p.m. 0.45 p.m. to 11.15 p.m. every half hour.

##### SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes  
9.00 a.m. to 9.30 a.m. ... Every 10 minutes  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes  
11.00 a.m. to 12.00 noon ... Every 15 minutes  
12.00 Noon to 1.00 p.m. ... Every 10 minutes  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes  
5.00 p.m. to 7.00 p.m. ... Every 10 minutes  
7.00 p.m. to 8.00 p.m. ... Every 15 minutes

##### NIGHT CARS on Week Days.

##### SATURDAY.

Extra cars at 8.15 p.m., 11.30 p.m. and 12.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 2nd July, 1908. [117]

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

#### JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,361 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,991 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 30 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

#### SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.  
Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

#### REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$1.00  
Do. do. do. do. Monday do. \$0.00

#### CANTON-MACAO LINE.

S.S. "HOI SANG".  
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

#### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

#### EXCURSION TO MACAO.

#### SUNDAY, 19th July.

S.S. "HEUNGSHAN" will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 4 P.M. Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.  
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Hongkong Hotel. [6]

## Hotels.

### MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES.

PER DAY.....\$ 4.00 to \$ 7.00 according to room selected.

" WEEK ..... 25.00 " 40.00 "

" MONTH ..... 90.00 " 140.00 "

WEEK-ENDS—SATURDAY AFTERNOON to MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

#### SPECIAL TERMS FOR FAMILIES.

Excellent cooking by AN CHEONG for over Seventeen Years Chief Cook with the late Mr. J. W. OSBORNE.

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 58.

For Terms, &c., apply to the

MANAGER.  
Hongkong, 2nd July, 1908. [11]

### HOTEL PLEASANTON.

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Single or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,  
MANAGER.  
Hongkong, 16th July, 1908. [117]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Manager.  
Hongkong, 21st June, 1907. [1]

### CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Lunch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—  
THE MANAGER & AGENTS



## Mails.

## NORDDEUTSCHER LLOYD,

## BREMEN.

## IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About FRIDAY, the 24th July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. F. v. Benzer	WEDNESDAY, Noon, 29th July.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. H. Kerchner	About WEDNESDAY, 29th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 13th August.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of August.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD

## MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 17th July, 1908. [18]

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, ARNOLD BEHIC	Guineet	20th July, P.M.	
MARSEILLES, VIA PORTS	CALDONNIER	Lemoultier	21st July, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, YARRA	Seller	3rd Aug., P.M.	
MARSEILLES, VIA PORTS	TOURANE	Lancille	4th Aug., 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
Through-Tickets to London via Paris from £27 to up to £71, 30 hours' railway from Marseilles to London.  
Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 7th July, 1908. [14]

## CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.  
GENOA TO HONGKONG IN 30 DAYS.  
NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.  
Connecting with the Canadian Pacific Railway.  
FREIGHT TO OVERLAND ... via VANCOUVER.  
PASSENGERS TO OVERLAND AND EUROPE ... via VANCOUVER.YOKOHAMA—VANCOUVER ... 13 DAYS.  
LONDON AND PARIS ... 26

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

## Proposed Sailings:

* AMIRAL EXELMANS, 25th July.	* CEYLAN, 26th Nov.
* LOUESANT, 27th Aug.	* CORSE, 11th Jan.
* MALTE, 17th Oct.	

No passengers. \* Intermediate class and rates of passage.  
New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.  
For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908. [160]

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"  
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.  
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.  
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th March, 1908. [10]

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns, for dealing quickly and cheaply with work and a large stock of material is always in hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Eds.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905. [19]

## Shipping—Steamers.

## JAVA-CHINA-JAPAN LINE.

REGULAR THREE WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half July	JAVA	Second half July
TJIKINI	JAVA	Second half July	JAPAN	Second half July
TJILWONG	JAPAN	First half Aug.	JAVA	First half Aug.
TJILATJAP	JAVA	First half Aug.	SHANGHAI	First half Aug.
TJIPANAS	JAPAN	First half Aug.	JAVA	First half Aug.
TJIMAH	JAVA	Second half Aug.	SHANGHAI	Second half Aug.

The Steamers are all fitted throughout with Electric Light, and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LINE.

Telephone No. 375,  
YORK BUILDINGS, 1st floor,  
Hongkong, 17th July, 1908. [16]

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,000 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street.Canton Agents—Messrs. E. Pasquet & Co.  
For further particulars, please apply to—BARRETTO & CO.  
Agents.

Hongkong, 28th March, 1908. [11]

## Dentistry.

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. [160]

Dr. M. H. CHAN.

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY.

14, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 20th April, 1904. [10]

## CHARTREUSE.

Chartreuse has never required, to be extensively advertised. Its ancient fame has always been and is still sufficient for its success. An increase of imitations has recently appeared and it is necessary to put consumers on their guard and remind them that Chartreuse is the incomparable liqueur. It is only made, and can ONLY be made at the Grande Chartreuse, with the process which has commanded its success.



CHARTREUSE

## AN EXCITING INCIDENT.

The shades of night were closing in, almost before the last glow of the sun had sunk behind the dark outlines of the forest that fringes the waters of the Klang River, and distant gleams of yellow lights twinkled from out the gathering gloom. The miniature liner, the s.s. *Kampar*, suddenly sprang to sight round the bend of the river in a blaze of electric lights, and the voices of the passengers lounging on the upper deck mingled with light peals of laughter from some every throated fair one.

Near the fishing stakes that lie stretched out from the left bank, a Malay boat was being swiftly sculled to the creek, opposite where it rested hid under the trellis work of the wonderful vegetation.

The throbbing of the engines could now be distinctly heard, and the voices that were so soft in the distance seemed sharp and harsh as the fine ship came into full view, and in a few minutes would pass into the broad straits on her homeward way.

On the lower deck, half a dozen natives were with difficulty eating from the steaming rice bowls and an occasional clasp of the irons still hanging to one hand, showed them to be prisoners, if the broad arrows were scarce distinguishable, and the leg fetters were for the moment invisible in the corner where they squatted. Two stalwart Sikhs kept guard a few yards off talking volubly in Hindustani and for the time being giving but little attention to their charges. A babel of voices accompanied by the sound of a scull's attracted the attention of the passengers, and a sharp movement on the part of a Malay lad, who squatted near the group of prisoners, passed unobserved. It was not the first time the same process had gone on, and now but a few passes and the leg fetters were divided. One of the Sikhs glancing at his prisoners saw the amazing sight of one of them hanging on the outside rail of the ship, and rubbing forward was just in time to see him dive astern. There was a loud cry of "man overboard" and the telegraph rang out to "stand by," but not before the ship was a good hundred yards from the scene of his disappearance. Several hundred eyes were eagerly on the lookout for a sight of the Malay, but a few yards from the ship the sea lay engulfed in darkness, and imaginary heads were seen bobbing on the water now here, now there. Meanwhile a couple of boats had been lowered and lights were flashing over the face of the deep but there was no trace of the bold swimmer and after a little while they were recalled. Chafing at the delay the *Kampar* answered to her crew and bounded forth once more on her voyage.The Malay knew every current and eddy of the sea at this point, where the river joins it and reserved his strength for the struggle he would have when turning to fight against the strong flow of the river, to make for the jungle on the right bank, and unless the boat were in waiting, even yet success was by no means certain, so he allowed himself to float on the current, which bore him up to the point where he had to contend for his life. At home on the water he manfully strove to overcome the fierce rush of the tide sweeping through the river's mouth, and for a time made slight headway but no boat was in sight and if he were carried out to sea he end he knew. Then it was that the old superstitious bred in the bone overcame all later teaching and he called on Jin Anus, the Spirit of the Water-Mouth, for help. As if the old gods had come back to power the response was immediate, a flash of lightning throwing its brilliancy over the water, and the keen eyes of the lad in the boat fixed themselves upon a small black object battling with the waves. Rising up he screamed out the call of the wild cat as agreed on, and the man hearing it felt fresh strength in his arms and hope in his heart. His object was now to keep afloat till the boat approached when he was pulled tired and worn out. Fixing his eyes on the sky, brilliant with stars, he inwardly vowed to serve in future the gods of his father's since, Siab Rimba, from heaven where he dwells, had, in saving his life, so conspicuously manifested his powers. When the *Kampar* lay off Fort Dickson a wire was sent proclaiming the escape of a prisoner and the news was flashed from point to point, but the broad waters offered a temporary asylum which the magic of the telegraph had as yet failed to bring under its sway and the boat with its two occupants, hugged the coast till morning, when a pathway through the jungle was reached that led to distant Kedah, where was to be found a safe retreat for such as had offended against the laws of the white people. Though at every police station in the States and Célady could be read the notice, offering a reward of \$100 for the capture of one Pendek Kassim, there was no result and successive rains and blistering heat gradually effaced the printed characters till fresh notifications were posted over and the event was forgot by all, except those who like the writer, witnessed the exciting incident on the *Kampar*.—Ciao in Singapore Free Press.

## Public Companies.

## THE HONGKONG LAND INVESTMENT &amp; AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$1.50 per Share for the six months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 22nd instant, to WEDNESDAY, the 29th instant (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 14th July, 1908. [166]

## THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the Six Months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 22nd instant, to WEDNESDAY, the 29th instant (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Company, Ltd.

General Agents for The West Point Building Company, Ltd.

Hongkong, 14th July, 1908. [165]

## To Let.

## TO LET.

GODOWN No. 54, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 8th May, 1908. [149]

## TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LD.

No. 3, Queen's Road West.

Hongkong, 30th March, 1908. [126]

## TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 9th June, 1908. [105]

## TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON &amp; CO., LD.

Hongkong, 22nd May, 1908. [157]

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes &amp; Co.)

Apply to—

THE COMPTON DEPARTMENT, E. D. Sassoon &amp; Co.

Queen's Road Central.

Hongkong, 9th June, 1908. [188]

## TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, at \$30 plus taxes per month.

Immediate possession.

Apply to—

A. RAYMOND, C/o S. J. David &amp; Co.

Hongkong, 17th June, 1908. [160]

## TO LET.

SHOP and DWELLING HOUSE, No. 78, QUEEN'S ROAD CENTRAL.

ONE ROOM in PRINCE'S BUILDING, Top Floor.

Apply to—

S. J. DAVID &amp; Co., Prince's Building.

Hongkong, 1st June, 1908. [159]

## TO LET.

HATHERLEIGH CONDUIT ROAD.

A HOUSE in WONG NEI-CHONG ROAD.

A HOUSE in PRINCE TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRINCE EAST BLUE BUILDING, and No. 108, DES VAUX ROAD near the Hongkong Hotel.

FLATS in MORTON TERRACE.

OFFICES on TOP FLOOR, No. 10, MAGNET ROAD facing the Clock Tower.

No. 10, DES VAUX ROAD CENTRAL, 2nd Floor.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 14th July, 1908. [166]

## Intimations.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 112 lbs. net: \$5.50 per Cask ex Factory.

(In Bags of 56 lbs. net: \$8.85 per Bag ex Factory.)

SHEWAN TOMES &amp; CO., (General Managers).

Hongkong, 28th April, 1908. [151]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have over 20,000 cubic feet of COLD STORAGE available at EAST POINT.

Stores will be Open daily from 10 A.M. to 4 P.M. daily (Sundays excepted), to receive and store perishable goods.

Y. PARLAN, Manager.

Hongkong, 2nd June, 1908. [11]



## Entertainment.

# Wm. Powell, Ltd., ALEXANDRA BUILDINGS.

Monday,  
July 13th,  
and following days.

## SPECIAL MIDSUMMER SHOW.

Models  
of the  
Month.

## MIDSUMMER SHOW.

Novelties  
in every  
Department.

## SPECIAL MIDSUMMER SHOW.

Wm. POWELL, LTD.,  
General Drapers,  
Furnishers,  
Des Voeux Road,  
and  
28, Queen's Road,  
HONGKONG.

## For Sale.

ALFRED HERBERT RENNIE, *Deceased*.  
SALE BY PRIVATE TREATY.

THE TRUSTEE IN BANKRUPTCY of the Estate of the above Deceased invites offers for the purchase by private treaty of the undermentioned property, viz.:

ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong containing an area of 129,560 square feet and known and registered in the Land Office as Inland Lot No. 1,633 held under a Crown Lease for the unexpired residue of a term of 75 years from the 9th day of April, 1921, at the annual Crown rent of \$55; Together also with all that substantially built residence standing on the said Piece or Parcel of Ground or on some part thereof known as "The Firs."

The residence is exceptionally well situated on an elevation close to the junction of the Magazine Gap and Bowen Roads and close to the Bowen Road Tram Station.

The House is a fine two-storied building containing every modern convenience.

The Building contains large Basement and well arranged Laundry.

On Ground floor—Drawing Room, Billiard Room (full size) and Dining Room, Kitchen and other usual offices.

On First Floor—Two large Bed Rooms with Bath Rooms adjoining; Boudoir and Dressing Room.

The Out-buildings include Stabling and a Fine Swimming Bath.

The Out-offices and Coolie Quarters are conveniently situated and exceptionally well built. The Grounds and Garden, which are well laid out, include a Grass Tennis Court and are large enough to allow for a considerable extension of the present buildings.

Offers to be sent to—

Messrs. JOHNSON, STOKES and MASTER, 8 Des Voeux Road Central, Hongkong.

Solicitors for the Trustee in Bankruptcy of the Estate of the late A. H. RENNIE, Deceased.

Hongkong, 10th June, 1908. [58]

## TYPEWRITERS

A SPECIALITY  
OVER TEN YEARS' EXPERIENCE  
OF  
CLEANING, OVERHAULING,  
and REPAIRING  
ALL BROKEN PARTS.  
SATISFACTION GUARANTEED.  
ALSO  
FOR SALE AND HIRE.  
MODERATE CHARGES.

## MOTOR LAUNCHES ON HIRE AT BLAKE PIER.

A GREAT BOON TO PASSENGERS  
TO and FROM STEAMERS  
AND  
ALSO ROUND THE ISLAND FOR  
PICNIC PARTIES, &c.  
Fares from \$2 per Hour.

## HUMBER CYCLES AGENCY.

DRAGON CYCLE DEPOT,  
33 & 35 Des Voeux Road,  
Hongkong, 18th June, 1908. [4]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

A WONDERFUL DISCOVERY.  
This is the story of a scientific experiment, which has been conducted by the most eminent medical authorities of the present day, and has resulted in the discovery of a new and powerful remedy for the cure of all diseases of the blood, and for the restoration of the system to its normal state.

**THERAPION.**  
This preparation is a scientific discovery, and is the result of the most careful and exhaustive researches of the most eminent medical authorities of the present day. It is a powerful remedy for the cure of all diseases of the blood, and for the restoration of the system to its normal state. It is a scientific discovery, and is the result of the most careful and exhaustive researches of the most eminent medical authorities of the present day.

**THE NEW FRENCH REMEDY THERAPION**  
which, by its certain and rapid action, has been found to be a most powerful and effective remedy for the cure of all diseases of the blood, and for the restoration of the system to its normal state. It is a scientific discovery, and is the result of the most careful and exhaustive researches of the most eminent medical authorities of the present day.

## DEGRADATION OF EX-LIBIT.

TRAITOR DRUMMED OUT OF THE FRENCH NAVY.

Paris, June 12.

The last act in the Ulmo treason drama was played this morning on the square of St. Roch outside the naval prison at Toulon, where the ex-lieutenant was confined. It was an impressive, nay, a heartrending spectacle; but there was no pity for the traitor in the bosom of the mighty crowd which clustered in tens of thousands around the narrow space—150 yards by 60 yards—where the ceremony of degradation took place.

Already last night, ex-Lieut. Ulmo had been notified that the execution parade would take place this morning. The wretched man, who had hitherto affected composure, utterly broke down and burst into a violent fit of weeping. He passed a terrible night, a prey to the most abject despair.

At six o'clock this morning, when the warders entered his cell, Ulmo was already dressed in the uniform which he was to wear for the last time. The ceremony had been fixed to take place at eight o'clock, but such was the concourse of people pressing in on the little square—for many of them had come in from the countryside during the night—that the force of police, gendarmes, and military had to be doubled. The surging of the crowd as the troops forced their way back was terrible, children and women being trampled under foot, though no fatal cases are reported.

"DEATH TO THE TRAITOR."

The clocks were on the point of striking nine when the heavy prison doors swung back and the prisoner appeared. A shiver ran through the ranks of spectators, and a thousand throats shouted "Death to the traitor." Ulmo, surrounded by sailors with fixed bayonets, was a piteous object as he walked on the parade. His emaciated face was ashy pale, and his eyes were red with weeping. He looked vacantly in front of him with his head somewhat bent, and appearing to walk mechanically.

As the bugles sounded and the drums rattled to drown the cries of the hostile crowd, the ex-lieutenant took up the place allotted to him. The clerk of the court-martial which sentenced the prisoner read the sentence, and then Capt. Dutheil pronounced the words: "In the name of the French people, Charles Benjamin Ulmo, you are unworthy to bear arms."

Musketry-instructor Morin thereupon strode to the prisoner, and tore off the mark of his grade, beginning with the cap, from which he tore the anchor, flinging it on the ground. The same with the epaulettes, the same with the buttons and the sleeve stripes, until nothing in the nature of emblem remained.

"BREAKING OF HIS SWORD."

Then he finally drew the ex-lieutenant's sword, bent and broke it on his knee, and flung the pieces at the foot of the now weeping convict.

Thunder of applause greeted the close of this terrible ordeal. Again the bugles sounded and the drums rattled, and while the prisoner was being marched back to prison, ugly rushes were made by the crowd to get at him and tear him to pieces. As the doors of the naval prison closed for the last time upon the convict, the crowd burst the barriers and almost overwhelmed a sailor who was picking up the remnants of the degradation.

An hour or two later a vehicle quietly drove away from the naval prison, and its occupant was handed over to the common prison. It was Ulmo, who will there await his deportation, probably to the Isle du Diable.

It is said that La Belle Lison arrived in Toulon last night. It is added, however, that she did not witness the degradation scene.

This is the first time since the year 1791 that an "execution parade" has been witnessed at Toulon.

## MIDST POLAR ICE.

TWO YEARS' ADVENTURES IN THE ARCTIC.

Capt. Ejnar Mikkelsen, the Polar explorer, has just returned to Europe after a prolonged and adventurous journey in the Arctic regions. The captain set out from Victoria, B.C., as far back as May, 1906. His vessel was the *Duchess of Bedford*, a sailing ship which cost a mere £800, the resources of the expedition not being equal to the purchase of a steamer. Capt. Mikkelsen and Dr. Laffingwell were in command, and they mustered a crew of nine, all told.

The *Duchess of Bedford* sailed up through the Behring Straits, entered the ice, and then passed on to Flaxman Island, where the expedition wintered for a year and a half.

From these quarters a trip was made over the pack ice, 350 to 400 miles up North. The object of the whole enterprise, said Capt. Mikkelsen to a *London* representative on Saturday, was to find deep water or land north of Alaska. It used to be thought that land was to be found in this region. But on his journey over the pack ice, Capt. Mikkelsen came across deep water, some 75 or 80 miles off the coast of Alaska; and in his belief the land theory is, therefore, now no longer tenable.

IMPORTANT POINT SETTLED.

The discovery adds considerably to our knowledge of the Polar regions, and settles an important question of Polar exploration. It was not made, however, without considerable danger and hardship, of which, however, Capt. Mikkelsen has a sailor-like reluctance to speak. In the journey over the pack ice the current was very strong, and carried the explorers on of their course frequently. Some of the sleigh dogs had also, owing to lack of supplies, to be used as provisions.

When at last, Capt. Mikkelsen got back to Flaxman Island, he found that his boat had been crushed between the ice and wrecked. He was detained for three months and, in the

meantime, sent his crew out to San Francisco in a whale which happened to call at the island. The captain himself started home by open sleigh drawn by dogs. Some 9,300 miles stretched between him and open water at Valdeia; and the ice wore holes in the feet of some of the dogs, with the result that the injured animals had to be killed. These were replaced, so far as was possible.

SUNLESS MONTH.

For nearly two months the sun was down, and the shortest of provisions was so great that Capt. Mikkelsen was compelled to kill and eat some of the dogs. "I killed the weakest of them," he said on Saturday, "and divided it between myself and the dogs that still remained. The flesh was not bad, though, of course, the idea of eating a dog that has been friendly with you is not pleasant. But I had to live." The Eskimoes helped Capt. Mikkelsen very much, and eventually he got to Valdeia.

Here, he took steamer for Seattle, but the chapter of accidents was not ended, for the boat was wrecked on a rock outside port.

Capt. Mikkelsen had a "narrow escape" of drowning, but was rescued by a small steamer. He had to stay at Valdeia for some time, but subsequently got a new boat to Seattle.

ENDS IN RAILWAY COLLISION.

Even when the captain was not at the end of his adventures, for the train in which he travelled (last April) from Seattle to New York got into collision. There was loss of life, but Capt. Mikkelsen emerged in safety. From New York the captain went on to his home in Denmark; and then came over to London, where he is at the present moment.

The cost of the expedition—the Anglo-American Polar Expedition, as it was called—was about £5,000; the money having been found by people on both sides of the Atlantic. Among other contributors were the Duchess of Bedford (after whom the wrecked vessel was named), Mr. Walter Rothschild, Mr. William Heinemann (the publisher), Dr. Laffingwell's father, the Geographical Society in New York, and the Royal Geographical Society in London. Capt. Mikkelsen, who had previously taken part in several Polar expeditions, is writing a book on his recent voyage, and is ready to continue the exploration in which he was recently engaged, if geographers think it worth while. If they do not, he intends to start on some other journey of exploration.

## Notices of Firms

KOWLOON HOTEL.

NOTICE.

THE Undersigned begs to Notify his Clients and the Public generally that he has admitted Mr. P. E. FRED STONE into PARTNERSHIP with him in the business of the above Hotel as from 1st July, 1908, under the name and style of "OWEN STONE & Co." O. E. OWEN, Proprietor.

NOTICE.

MR. P. E. FRED STONE has the pleasure to inform his numerous Friends and Acquaintances (abroad and at home) that he has joined Mr. O. E. OWEN as PARTNER in the business of the KOWLOON HOTEL, as from the 1st July, 1908, under the name and style of "OWEN STONE & Co." He trusts that they will extend to the new Firm a Share of their patronage. Hongkong, 13th July, 1908. [66]

## INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS GO

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 21st July, 1908. [47]

## For Sale.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness, brought on by a fall of the vital force that sustains the system. No matter what may be the cause (for they are almost numberless), the symptoms are much the same. The most prominent being depression, sense of prostration or weakness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential for all cases is to secure a vitalizing, invigorating, and strengthening remedy.

THE NEW FRENCH REMEDY THERAPION NO. 3

THIS REMEDY IS A LAMP OF LIFE

LIGHTED UP IN PLACE OF A

AND A NEW SENSATION OF PLEASURE

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## Entertainment.



**SAINT-RAPHAEL**  
TONIC, RESTORATIVE, DIGESTIVE WINE  
Very palatable.  
Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.  
Dose: One wine-glass after the two principal meals.  
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:  
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.  
(2) A METAL SEAL ADVERTISING CLETEAS.  
CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.  
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).  
OLD BECK & CO. 32, 33 & 34, Hongkong.

## FLOOD FUND BAZAAR.

NOTICE.

ALL UNDISPOSED OF ARTICLES will be SOLD BY AUCTION to the highest bidder THIS AFTERNOON, the 17th inst. Sale to commence at 3 P.M., and to be continued TO-MORROW, at 11 A.M., if every thing is not sold.  
A small charge of 20 cents will be made for admission.  
Hongkong, 17th July, 1908. [67]

## NOTICE.

THE COMMITTEE of the TUNG WA HOSPITAL invite Members of the Community to attend at the Hospital, on the occasion of the Presentation of Medals, on SATURDAY next, the 18th inst., at 3 P.M., to the Coxswain and Crew of the steam-launch *Kam Shan*, who were instrumental in saving a large number of lives from the wreck of the s.s. *Poon*, on the 8th June last.  
The Hon. Mr. E. A. Irving, Registrar General, will preside.  
Hongkong, 13th July, 1908. [66a]

## PABST BREWING COMPANY

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [65]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 19th March, 1908. [48]

## F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

H. COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES, &c.

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 9th March, 1907. [1]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'ARCADE STREET,

HONGKONG.

Hongkong, 29th September, 1907. [10]

## Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed, that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 18th inst. will be landed at Consignees risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LD.,

General Managers.

Hongkong, 16th July, 1908. [10]

## NOTICE TO CONSIGNEES.

THE Steamship

"SCHARNHORST"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of July, at 9 A.M.

All Claims must reach us before the 25th of July, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 16th July, 1908. [8]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer.

"SYRIA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to







## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## CHINA'S SORROWS.

## YANGTZE FLOODS.

[From Our Own Correspondent.]

Shanghai, 17th July, 3.20 p.m.

Floods are reported along the valley in the lower Yangtze River. The districts opposite Chinkiang around Ichang are submerged.

## U.S. COURT IN CHINA.

## JUDGE WILFLEY'S RETURN.

[From Our Own Correspondent.]

Shanghai, 17th July, 3.20 p.m.

Judge Wilfley re-opens the U.S. Court in China, at Shanghai, on the 28th inst.

## COMPULSORY EDUCATION.

## A START TO BE MADE.

[By courtesy of the "Sheung Po."]

Peking, 16th July.

Their Excellencies Chang Chih-tung, Yuan Shih-kai and others have held a conference on the subject of compulsory education.

They have decided to make a start with the capital of Chili province.

## RAILWAYS.

## PROPOSED TAXATION.

[By courtesy of the "Sheung Po."]

Peking, 16th July.

It is proposed by the Board of Revenue to levy a tax on railways.

Instructions have accordingly been sent to various provinces to ascertain and report on the mileage of each railway.

[Reuter's.]

## The Duty on Tea.

LONDON, 15th July.

In the House of Commons, sitting in Committee on the Finance Bill, Mr. Snowden, Labour member for Blackburn, moved that a reduction of two pence per pound be made in the duty on tea.

Mr. C. E. H. Hobhouse, Parliamentary Under-Secretary, replying, said that the reduction named would convert an estimated budget surplus of £245,000 into a deficit of over two millions, and that although the Government were in sympathy with the proposal, they were, for the reasons stated, unable to accept it.

The motion was ultimately rejected by 230 votes to 97.

Mr. A. Pelli, Conservative member for Yarmouth, then moved that one penny per pound be taken off tea produced in the empire, this being also rejected by 251 to 34.

A clause was finally adopted fixing the duty at five pence per pound.

## Macedonia.

The officers of the disaffected regiments in the Monastir district are touring the villages inciting the people to rise.

## Persia.

The British and Russian embassies continue their repeated representations to the Porte concerning the encroachments of Turkish troops on the Persian frontier.

The Porte so far has only sent evasive and dilatory replies.

## THE P. M. S. S. CO. AND THE T. K. K.

The Tokyo Asahi reports that Mr. Asano, President of the Toyo Kisen Kaisha, and his party, who have been staying in New York, are to-morrow (July 17) leaving for London. Mr. Asano left Japan ostensibly on a pleasure trip, but it is stated, according to a translation in the Japan Herald, that he has had some important business demanding his attention during the tour. The first point was as to the cancellation of the contract proposed by the Californian Petroleum Company regarding the supply of crude oil to the Asano Petroleum Company. This matter, it is stated, has been amicably settled. The second matter refers to objections raised by the Pacific Mail Steamship Co. against the T. K. K. placing large liners of the Toyo Maru type on the San Francisco route. This affair is also reported as being "nearly settled." The third item refers to business relating to the oil tank steamer now being built in England, while the last and most important question refers to the raising of a loan amounting to about twenty million yen for the purpose of capitalising three new enterprises engineered by Mr. Asano, over and above the various concerns he is now interested in. It is stated that before his departure, abroad Mr. Asano intimated his desire to float the loan in London if he fails in the United States. The departure of Mr. Asano from London may therefore be taken as evidence that Mr. Asano has not received any support from Mr. Harrison and other American capitalists. Whether he will meet with greater success in London at the present time is a question open to considerable doubt.

## CANTON-HANKOW RAILWAY.

MR. MURRAY STEWART CRITICISED BY DR. MORRISON.

London, June 19.

Under date May 28th, Dr. Morrison sends the following account of the Canton-Hankow railway:

At the annual meeting of the Hongkong branch of the China Association held in Hongkong on January 30th last, one of the speakers provoked the merriment of his hearers by his description of the progress on the Canton-Hankow railway. He said: "A little more than a year ago I was on the line which has been started from Canton with the idea of some day reaching Hankow. As far as I learn here, about four miles have been laid since then. At this rate of progress it will take 200 years to reach Hankow." No one at the meeting was in a position to dispute this version of the progress of a railway which lies within easy reach of Hongkong. Yet, as a matter of fact, the Canton-Hankow railway is making steady progress northwards.

From Canton to the frontier of the province the distance is approximately 180 miles. Of this total a distance of 24 miles is already open and trains are running both ways daily. A further distance of 21 miles will be open in October. Work is well in hand for 35 miles further to mile 80. From this point to the frontier of the province the final surveys are now being made. The capital for railway is purely Chinese, the directors are Chinese, the engineering staff is Chinese, but a considerable number of foreign engineers of different nationalities are employed. So far the circumstances will permit, the work is divided into two-mile sections, the engineers for the first four sections being in order a Chinese, a Japanese, a Norwegian, and a Japanese. Sections 5 to 8 are in charge of a Canadian engineer, who has under him, in the order of the sections, a Chinese, a Swiss, a Canadian, and an English engineer. A Canadian engineer who has been conducting the final surveys to the frontier has recently been appointed engineer in charge of sections 9 to 12, and is succeeded in the survey by an American engineer. An American is also the chief technical superintendent. Much of the permanent way presents serious difficulties, but the work is being done. Good ballast is being laid, and solid concrete bridges are being constructed. An official report now before me describes the railway as "being much more carefully built than are most American railways."

The president of the railway is Sir Chen-tu g Liang, formerly Chinese Minister to Washington, who was knighted in 1879 on the occasion of the Queen's Diamond Jubilee. He is a graduate of Yale, a man of wide learning and broad sympathies. The engineer-in-chief, Mr. Kwang, is also an American graduate. He was for many years engineer on the Imperial Railway of North China under Mr. Kinder. Under their chief control, despite the many difficulties they have to contend with, especially from the meddlesome and ignorant interference of a multiplicity of Chinese directors, there seems no reason to doubt that the work as far as the frontier of the province will be successfully accomplished without unreasonable delay.

## WATER RETURN.

Level and storage of water in reservoirs on the 1st July.

## CITY AND HILL DISTRICT WATER WORKS.

	1907.	1908.
Tylam... overflow	0' 11" above	18' 51" below
Tylam Byewash... overflow	0' 1" above	26' 81" below
Tylam Intermediate... overflow	0' 1" above	10' 41" below
Pokfulam... overflow	0' 01" above	0' 0" Level
Wong-nai-chung... overflow	1' 11" below	0' 0" Level

	1907.	1908.
Tylam	384,800,000	240,375,000
Tylam Byewash	22,561,000	285,000
Tylam Intermediate		147,165,000
Pokfulam	66,000,000	66,000,000
Wong-nai-chung	27,920,000	39,337,000

Total ..... 501,086,000 475,611,000  
Consumption of water in the City and Hill District during the month of June.

	1907.	1908.
Consumption	37,731,000	145,079,000 gallons
Estimated population	205,110	206,510
Consumption per head per day	21.5	23.3 gallons

Constant supply in all districts during June 1908.  
The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

## KOWLOON WATER WORKS.

	1907.	1908.
Kowloon Gravitation Reservoir...		26' 3" below

	1907.	1908.
Kowloon Gravitation Reservoir...		135,125,000 gallons

Consumption of water in Kowloon during the month of June:—

	1907.	1908.
Consumption	1,849,400	24,495,000 gallons
Estimated population	78,500	83,300
Consumption per head per day	8.4	9.7 gallons

The Government Analyst reports that the water is of excellent quality.  
W. CHATHAM,  
Water Authority.

## MACAO AND THE "TAISU-MARU."

PORTUGUESE GOVERNOR'S OPINION.

Said Francisco, June 14.

According to the statement of His Excellency Captain Pedro d'Assede, Coutinho, Portuguese Governor of Macao, who arrived yesterday from China on the steamer Asia, it appears that Portugal, as well as Japan, has made a claim against the Chinese Government for the seizure of the Japanese steamer Taisu-maru, his assertion being that the steamer, with her cargo of arms and ammunition, was taken by the Chinese gunboat while she was in Portuguese waters near Macao.

Captain Coutinho says: "The cargo of the Taisu-maru contained 1,500 rifles and 40,000 rounds of ammunition. This was consigned to a Portuguese merchant at Macao. Before the seizure I had directed that the arms and ammunition should be delivered on their arrival to the representatives of the Portuguese Government, in bond, and that the owner should secure them only as they should be sold, and when he had shown that they were not to be used by rebels hostile to the Chinese Government. In spite of this precautionary measure, a Chinese gunboat overhauled the Taisu-maru while she was in Portuguese waters. They hauled her down the Japanese flag, raised that of China in its place, and took the vessel to Canton for the confiscation of her cargo. As a result of this action, Japan protested, forced, China to make an abject apology, and the boycott afterwards resulted."

China's claim was that the vessel was in Chinese waters at the time. This was not so, and in my opinion Japan was in the right in the controversy.

In behalf of the Portuguese Government the Portuguese Minister took the matter up with the Chinese. It has resulted a diplomatic correspondence between that capital and Lisbon which is not yet settled. Portugal claims that the act was committed within Portuguese waters.

Whatever the settlement which China may be forced to make with Portugal, Captain Coutinho holds that Japan was within her rights in forcing the apology.

"The boycott which has followed," he says, "is being prosecuted with vigour by the Chinese. Their determination, they assert, is to cause Japan to lose in trade a sum equal to the war indemnity which China was forced to pay to Tokyo at the end of the China-Japanese war, and the merchants say that it will be continued until that penalty has been inflicted on the commerce of Japan."

## COMBATING PLAGUE.

## USE OF DISINFECTANTS.

## EXPERIMENTS IN DOMBAY.

The following are the main portions of a report on the use of disinfectants in connection with plague, addressed on the 25th May by Captain Glen Lister, Acting Director, Bombay Bacteriological Laboratory, to Colonel Bamher, officiating Sanitary Commissioner with the Government of India, and now published by the latter:—The experiments on the putrid powers of the disinfectants enumerated below have been carried out by Captain T. H. Glover, I.M.S., with much labour and care.

It will be well at the outset to properly appraise the value of disinfection in connection with the plague. It is an axiom to state that a disinfectant can only be useful when applied directly to the micro-organism it is required to kill. In order, then, that a disinfectant may be usefully employed to combat the spread of plague, it is necessary to know where and to what extent plague germs may exist in nature. It has recently been conclusively proved that the plague is communicated to man from rats by means of rat flea. The disease is seldom, if ever, except by accident, transmitted from sick persons to healthy individuals; in other words contact with the excreta of sick animals or man is rarely the means by which the disease is acquired. Excreta, if they contain plague bacilli, are as harmless. The plague bacilli, when present in excreta, rapidly disappear from them. The excreta become disinfected by natural processes; a few hours sufficing in this climate to bring about the destruction of any plague bacilli in them. This natural disinfection is accomplished either by exposure of the plague bacilli to desiccation or in moist conditions brought about by the development and multiplication of saprophytic bacteria, which are inimical to the existence of plague bacilli. As has been stated above, plague is communicated from rats to man and from man to man by means of the rat flea. In the body of this insect the plague bacilli are protected from the above mentioned natural disinfectants. Here they are protected from desiccation and from the action of the saprophytic bacteria in the stomach of the flea till they find a suitable food supply in the blood which is sucked by the insect from its host. The digestive processes going on in the stomach of the flea appear to cause little injury to the plague bacilli as long as the flea remains alive.

## DESTRUCTION OF PLAQUE BACILLI.

The bacilli are protected and preserved on the death of the flea. The natural disinfection processes referred to above quickly destroy any plague bacilli which may have been present in its body. We are thus in a position to know that plague bacilli in nature being either in the body of a plague-sick animal (chiefly the rat) or in the stomach of a rat flea which has fed on such an animal, any disinfectant to be useful must be directed against the plague bacilli. In these situations the destruction of infected rats and fleas will bring about the destruction of the plague bacilli within their bodies. The bacilli only maintain a successful existence in the living bodies of these creatures.

The most successful disinfectant will be the one which is capable of destroying both rats and their fleas. The flea, the rat, and flea are generally to be found in places where there is

to the application of the ordinary disinfectants. Indeed, it may be said that the occasions when the common disinfectants may be used with advantage are few and far between. Some good may, perhaps, be done by the application of a pulicide to a room where, for example, a rat is found dead in it and the inhabitants of the room are compelled to live or work in it. The pulicide must, however, be applied within 24 hours after the death of the rat, and it should be remembered that the room is always liable to re-infection by the advent of fresh plague-infected rats carrying fleas with them into the room. From what has been said above, it is obvious that a gaseous disinfectant which is like poisonous to rats and fleas and which is capable of penetrating into the inaccessible places is the only one which offers much hope of success in combating the plague.

At present experiments are being carried on in this laboratory with a machine (Clayton gas machine) which can produce a large volume of gas, poisonous alike to rats and fleas. The advantage of this machine is found in a mechanical device which forces the gas into the room to be disinfected and so brings about a greater concentration and diffusion of the disinfected than has ever before been accomplished. Apart, however, from these experiments, which have not yet been completed, certain experiments have been carried out with liquid disinfectants. These latter experiments prove that the ordinary disinfectants used for destroying the bacilli are of little use in destroying plague bacilli which are protected from the action of the disinfectants within the bodies of the fleas. Fleas are capable of withstanding immersion without harm in the majority of the most powerful bacteria-killing disinfecting fluids. Thus, for example, Captain Glover has shown that fleas will emerge unscathed from an exposure of 10 minutes in a solution of 50 parts of acid perchloride of mercury. On the other hand he has shown that fleas exposed to the action of an emulsion of kerosene oil in a dilution of 1 in 1,000 for two minutes are almost always killed while this substance often fails to kill bacteria even in a dilution of 1 in 10.

UTILITY OF EMULSION OF KEROSENE OIL.—The experiments detailed above were carried out in test tubes, the disinfectants being thus brought intimately in contact with the fleas. It was necessary, therefore, to test the efficiency of these disinfectants in actual plague-infected rooms. On the one hand, the Plague Research Commission have shown that infected rooms still retained their infection after thorough disinfection with so powerful a germicide as 1 in 750 acid perchloride of mercury; of 31 observations infection remained in the houses after this form of disinfection in 13 cases or 29 per cent. of the houses examined; a percentage which was almost exactly the same as that found in houses which had not been disinfected at all. On the other hand Captain Glover has been able to prove that plague-infected rooms can be readily disinfected by the application of emulsion of kerosene oil.

The following further experiments were carried out.—A small room or godown was infected with plague. A guinea pig, which had been placed in it, was found dead of plague on the 24th February. The dead guinea pig was removed and replaced by a healthy one. This guinea pig died of plague on the 27th February. Another healthy guinea pig was placed in the godown. It died of plague on the 6th March. A fourth guinea pig was placed in the godown; it died of plague on the 9th March. A fifth guinea pig was then introduced and being sick of plague on the 11th it was chloroformed to death. The godown was thus proved to be roughly infected. On the 11th the floor of the godown was washed out with kerosene oil emulsion, 1 in 20, and on the following day a healthy guinea pig was introduced. This guinea pig remained healthy and lived in the godown till the 9th April. This experiment was repeated in the case of another godown. Three successive guinea pigs having died of plague in it, the godown was then disinfected with 1 in 20 dilution of kerosene oil emulsion. On the following day a healthy guinea pig was placed in the godown. This guinea pig lived for days in the godown and remained well. In both the above instances a very badly infected godown was rendered safe by the floor being washed out with a 1 in 20 dilution of kerosene oil emulsion.

The majority of the substances, tested were patent products and the tests were made with the samples sent for trial in view of the fact that the composition of these substances are not definitely stated. It is always possible to vary the quality of patent disinfectants without greatly altering their physical properties. An example of this practice came to our notice. For the above reason and in view of the fact that kerosene oil can always readily be obtained in any village, I would strongly recommend the use of kerosene oil emulsion for disinfection of this sort can with advantage be carried out.

The kerosene oil emulsion can be readily prepared if three parts of sunlight soap are dissolved by boiling in fifteen parts of water warmed, and kerosene oil is added to the soap solution, gradually up to 10 parts. The oil and soap water should be mixed together, shaking or stirring the while. Hydrocarbon emulsion is prepared in a similar way to kerosene oil emulsion, but in this case the hydrocarbon need not be warmed. This substance makes a better emulsion in water than kerosene oil does, and it has a bactericidal power slightly greater than that of carbolic acid, the carbolic acid co-efficient being about 2. It has, however, the disadvantages that it is more inflammable and has to many a rather disagreeable odour. It can generally be secured from those railway companies who manufacture their illuminating gas for their railway carriages from kerosene oil. Hydrocarbon is a by-product in this manufacture. It separates out from the gas when the gas is subjected to pressure on being compressed into the retorts used for storing illuminating gas.

## Today's Advertisements.

## NOTICE.

MR. L. GAMEAU (late Manager of A. Chazalon & Co.) has the pleasure to inform his Numerous Customers and the Public generally that he has bought over the business of Messrs. A. CHAZALON & Co., as from 1st July, 1908, and will carry on same under the name and style of "FRENCH STORE." He trusts that the same kind patronage will be extended by his customers and the public.

All accounts due to the firm of A. CHAZALON & Co. will be collected by him and all bills against the firm must be sent in before 15th August, 1908, or they will not be recognised.

Hongkong, 17th July, 1908. [677]

## FRENCH STORE.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand:—

TRUFFLED SAUSAGE,  
BREAKFAST BACON,  
CALF'S HEAD & HAM,  
PEAS & HAM,  
PORK, MUTTON & VEAL CUTLETS,  
CHICKEN & HAM,  
VEAL & GAME PATES,  
MUTTON & CHICKEN CURRY,  
ASSORTED SOUPS,  
FRENCH JAM &  
FRUITS IN SYRUP, &c.

Hongkong, 17th July, 1908. [35]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON MONDAY,

the 20th July, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE, Comprising:—  
TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD SIDEBOARD AND DINNER WAGGONS with BEVELLED GLASS, MARBLE TOP BUREAU and WASHSTAND with BEVELLED GLASS, TEAKWOOD WARDROBES with BEVELLED GLASS, SINGLE AND DOUBLE BRASS MOUNTED IRON BEDSTEADS and BEDDING, GLASS, CROCKERY and E.P. WARE, CARPET, RUGS, PICTURES, &c., &c.

TERMS:—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 17th July, 1908. [681]

## CHOLERA.

OWING to the prevalence of CHOLERA in Canton and the surrounding district, the public are hereby warned of the danger of Eating Uncooked Fruit and Vegetables. Under-ripe or over-ripe fruit tends to cause diarrhoea which predisposes to cholera. The public are further informed that the Boiling of Milk or Water prevents any risk of infection from these sources.

C. MCL. MESSER, Head of the Sanitary Department.  
Hongkong, 14th July, 1908. [670]

## OPIUM SEIZURE.

## A BIG HAUL AT MANILA.

Sixty-seven kilos of opium, the largest seizure ever made in the Philippines and valued at about P72,000 were taken this morning from a Chinaman resident in Manila, says the local Times of 11th inst.

The opium is said to have been brought over on the Loo-niang and the Chinaman, fearing to take the risk himself, hired Filipinos to go out in bancas to secure the valuable drug.

Captain Lawrie, of the Customs secret service, however, now has it in his possession.

## COMPLAINT AGAINST A FOREIGN STEAMER.

A Tokyo dispatch states that on the 20th May last the English steamer Courfield, when about to leave Moji, struck the Chiyomaru, a Japanese steamer lying in the port, and caused serious damages, to repair which it is estimated to cost about ¥5,500. Regardless of the injury effected to the other vessel, it is stated, the British steamer proceeded on her course. Owing to defects in the existing law of Japan, it is very difficult to obtain damages from a steamer in such circumstances. The only course now available is to obtain judgment in default and demand compensation upon the arrival in Japan of the foreign steamer. But the steamer will probably not return to Japan. The representative of the Japanese vessel's owners, with the support of the Nippon Yusen Kaisha, is taking steps to address memorials to the Ministers for Foreign Affairs, Justice, and Communications, praying that this defect be remedied in the new Treaties with foreign Powers, and that measures be taken in order to avoid a repetition of such an occurrence as that under notice without means of redress.

Of course, as to the alleged damage done by the Courfield, the above is an *ex parte* statement. As to submitting such a dispute to a Japanese Court, the trouble is that no one knows when a shipping case begins if it will stay or be finished in the lifetime of those concerned.—John Christie.

## Intimations.

## SPECIAL BARGAINS!

IN

## HIGH CLASS PIANOS.

TO CLEAR, ORDINARY PRICE.

Collard	- \$480	\$600
Broadwood	225	400
Rachals	- 380	550
Own Make	250	360
Krauss	- 400	600
Haake	- 325	450

WEAR GUARANTEED.

WILL BE STORED UNTIL REQUIRED.

## CASH or CREDIT

## PIANOS FOR HIRE

\$8

per Month.

## ROBINSON PIANO Co., Ltd.

Hongkong, 16th July, 1908 [33]

## KOWLOON HOTEL.

"If there is a will, there is a way."

Is there anything in your way that prevents you from crossing over to this Hotel?

If so, here is the way.

DO as all DO.

Cross over once, and you will always get into the habit of doing so often.

## GUEST NIGHT

EVERY

SATURDAY AND SUNDAY.

## SPECIAL MENU

BY OUR

## NEW CHEF.

## INDIAN CURRIES.

Served from 1st July, 1908.











